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Then, in approximately 1948 or 1949, the Soviets announced the "Great Stalin Plan" for the construction of numerous canals, including one from near Mukus on the Amu Darya to the Caspian. The canal was to follow the "UZBOI" — the previous bed of the Amu Darya — and end south of Krasn ovedsk. Much work was done on this canal. In 1953 photographs, in the Soviet"Ogonyok" publication, of railway cars discharging equipment for the canal at a station near Mukus. This probably means that the railway was already completed to Kungrad. Or, if the equipment came from the north, it might indicate that the line was already built from Chapayev. The Soviets could have decided not to build a line from Aleksandrov-Gai, but it would be more practical to do so and thus have a direct railway line from Moscow. The route is level and has sufficient water. I, therefore, believe that by now 1954 the railway has been fully completed as planned, particularly as it was begun in 1946. I would like to repeat that this would be one of the most important railways militarily in the USSR and that the Soviet statement in 1946 that the line was to extend only to Eungrad must have been a deliberate deception.

Incidentally, the Soviet Encyclopaedia, which first began to be published in about 1930, indicated several railway lines on its maps as completed, when actually they were merely included in construction plans of the period. The line which is the subject of this report may have been one of those shown as completed at that time.

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